

SCOUT CAR HALTED FOR PRIOR REPAIRS

Pathfinders for Munsey Run
Temporarily Stranded in
Baltimore.

(Continued from First Page.)

either as a driver, observer or passenger. A number of the entrants have already been beset by a host of friends requests that they be given seats in the car when the tour begins, while those who are managing the contest have simply been flooded with applications from "joy riders" for some place in the line-up of cars.

Oh, you, Lord Baltimore. That city has come to the front with three entries in the Munsey reliability contest. The latest one is a Maryland, which has been entered by J. M. Rife, of the Sinclair-Scott Company. The Maryland, which is a four-cylinder car, is strictly a Baltimore product. It was designed by Mr. Rife, who will drive it himself in the tour from Washington to Boston and return. As a driver, Mr. Rife has won quite a bit of renown in Baltimore, his home town, both in track races and endurance contests.

May Enter Three.

Mr. Rife intends to enter two more Maryland cars in the Munsey contest if it is possible to get them finished in time. In the event the two other cars are entered, one will be driven by R. B. Caverly, of Washington, and the other by A. W. Behrens, of Baltimore.

Word has just been received from the York Motor Car Company, of York, Pa., maker of the Pullman car, that it is seriously considering entering two Pullmans in the Munsey contest. Pullman cars have figured in a number of contests in the East this year and it is evident the makers desire to keep up the good work by entering two of them in the East's biggest tour.

Still another prospective entrant was developed yesterday. It was John Flister, Washington agent for the Mora. Mr. Flister will attend a meeting of Mora agents in Newark, N. Y., on August 7-9, and at that time will endeavor to secure the consent of the Mora Motor Car Company to enter a Mora "Racy-type."

"It strikes me that the Munsey reliability contest will afford automobile makers and dealers an unusual opportunity to demonstrate their new models," said Mr. Flister, "and I feel sure the manufacturers of the Mora will agree to enter at least one car."

Having Merry Time.

The pathfinders are meeting with a hearty reception all along the line. This is a forerunner of what is in store for the tourists when they hit the pike on the morning of September 21. Every comfort and convenience for the tourists is being carefully planned. For example, a physician will be along; also a barber. Goodyear air hoses will be placed in every car, so that you will not have to pump your lungs out if you are unfortunate enough to have a puncture.

These are innovations that cannot help but interest all those who will make up the big Munsey caravan. From the viewpoint of the drivers, the decision of the managers to divide the entrance money among the three winning drivers is about the happiest idea that ever emanated from the fertile brain of an automobile contest manager. Don't forget, either, that automobile clubs and municipal bodies in many cities along the route are planning "big times" for the Munsey tourists.

The Automobile Club of Washington is already planning some form of entertainment, and the out-of-town participants in the contest will not want for entertainment when they reach the National Capital. The clubs in Baltimore, Philadelphia, Albany, Springfield, New Haven, Boston, and other places will also extend the glad hand to the tourists. All in all, it "listens" like the Munsey tourists will have the time of their lives during the trip to Boston and return.

Watch The Times for valuable information about the contest, including the route, character of the roads, location of oil and gasoline supply stations, and hundreds of other interesting and timely facts.

AMATEUR LEAGUES EXTEND SCHEDULE

STANDING OF THE CLUBS.

	Won.	Lost.	Pct.
Park A. C.	2	0	1.000
International A. C.	1	1	.500
Woodside A. C.	1	1	.500
Shapiro A. C.	1	1	.500
Market A. C.	1	2	.333
Kanns A. C.	0	2	.000

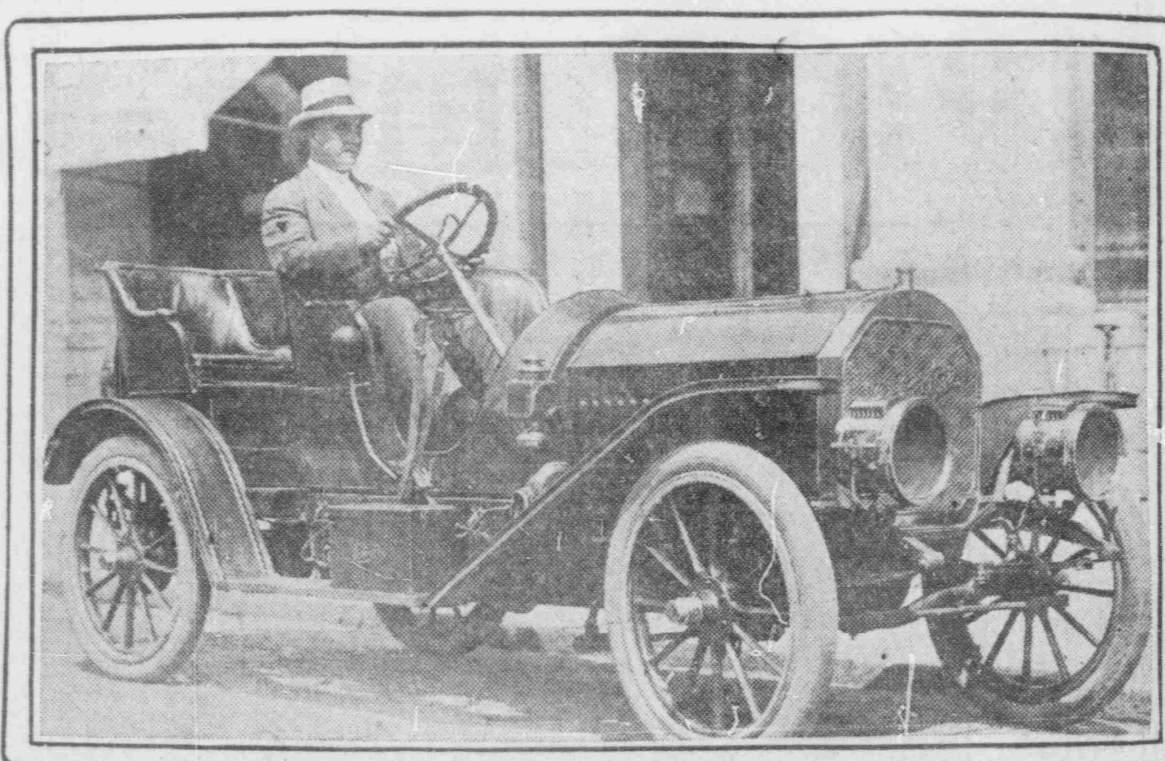
At a meeting of the managers of the National Capital Baseball League it was decided to run the schedule of the league through to the latter part of September.

At the present time all of the teams in the organization are in excellent shape, and the extension of the schedule is favorably greeted on all sides. The games are to be played on the White Lot. Following is the schedule as extended:

August	2	Market and Shapiro.
	3	Woodside and Kanns.
	4	Park A. C. and Internationals.
	5	Market and Kanns.
	6	Woodside and Park A. C.
	7	Shapiro and Internationals.
	8	Market and Park A. C.
	9	Woodside and Shapiro.
	10	Kanns and Shapiro.
	11	Park A. C. and Kanns.
	12	Market and Woodside.
	13	Shapiro and Park A. C.
	14	Internationals and Kanns.
	15	Woodside and Kanns.
	16	Internationals and Park A. C.
	17	Market and Kanns.
	18	Woodside and Internationals.
	19	Market and Shapiro.
	20	Park A. C. and Kanns.
	21	Market and Woodside.
	22	Internationals and Kanns.
	23	Woodside and Park A. C.
	24	Shapiro and Internationals.
	25	Market and Park A. C.
	26	Woodside and Shapiro.
	27	Kanns and Shapiro.
	28	Park A. C. and Kanns.
	29	Market and Woodside.
	30	Internationals and Kanns.

**RIGORD'S VITAL
R. RESTORATIVE**
Increases Man's Vitality.
Price 50c. At all drug stores. Always on
hand at O'DONNELL'S Drug Store,
904 F St. nw. Mail orders solicited.

ENTERED IN MUNSEY RELIABILITY RUN



WASHINGTON ROADSTER, DRIVEN BY W. D. ALLISON.

Auto News and Gossip

By HARRY WARD.

R. W. Klock, general manager of the Dupont Garage Company, agents for the Lozier and Columbia, left early yesterday morning for New York to see the finish of the twenty-four-hour race at Brighton Beach.

Charles E. Miller, senior member of Charles E. Miller & Bro., Ford agents, is spending a few days at Atlantic City.

The L. D. Moore Company reports the sale of a Palmer-Singer "6-60" to E. G. Kahler. The car is finished in royal blue and is equipped with a pony tonneau body.

S. A. Winsor, manager of the automobile supply department of Charles E. Miller & Bro., returned Friday from an extensive Southern trip, which took him as far as Georgia. A fine bunch of orders brought in by Mr. Winsor attests the success of his trip. Mr. Winsor says the outlook for the automobile business is splendid all through the South.

The Motor Car Company will receive its 1200 Peerless demonstrating car tomorrow. All that the name implies is a catchy phrase which applies with peculiar force to the product of the Peerless factory, since the makers try by all shop methods, purchases of material, and even in the sale of finished cars to attain the very highest grade.

The Commercial Automobile and Supply Co. reports the sale of E-M-F touring cars to the following: Charles T. Warren, a well-known real estate man; Frederick Stitt, a prominent patent attorney; and Charles Schaffer, a Center Market merchant.

The latest purchaser of a Babcock electric Victoria is E. Quincey Smith, the well-known banker. The L. P. Dorsett Co., agents for the Babcock, have been very successful with this car during the past season.

D. E. Seely, of Ann Arbor, Mich., with a party of five, arrived in Washington Thursday in a Buick car. They made the trip from Ann Arbor in less than a week.

Mr. and Mrs. H. Chadwick Hunter are taking a tour in their Franklin runabout from the National Capital to Denver, allowing about three weeks for the 2,300-mile trip at the rate of 100 miles a day. Their route is north through Pennsylvania and New York and then west through Ohio, Indiana, Illinois, Iowa, and Nebraska, with possibly a run into New Mexico. Mr. Hunter is a member of the board of governors of the Automobile Club of Washington. Generally they are finding good roads and good treatment. Mr. Hunter fully equipped his car for the long drive. It is a runabout of twenty-eight horsepower.

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urely fashion, coming by way of Pittsburgh and stopping over a day to see the sights at Gettysburg. The tourists spent two days driving about Washington and then departed for Gettysburg. Mr. Seely will either return home over the old National pike or by way of Buffalo, Cleveland and South Bend.

An interesting bit of gossip comes from Detroit to the effect that by the result of operations of the past few days the Chalmers-Detroit Motor Company will soon be able to announce an alliance of interests, making it one of the leading factors in the present era of factory consolidation.

Gossip is to the effect that the consolidation plans include the present Chalmers-Detroit factory, the Hudson Motor Car Company, the recently organized Fairview Motor Company, and a prominent concern making high-priced cars. The Chalmers-Detroit makers confine themselves to cars of 30 and 40-horsepower. The Hudson concern makes a light 20-horsepower car. While the Fairview Company has been organized for the purpose of manufacturing commercial vehicles, "the whole plan, with the exception of the acquisition of the unnamed high-powered car factory, has been confirmed by Hugh Chalmers."

W. D. West, president of the Automobile Club of Washington, left Friday for Benedict, Md., in his Maryland touring car. W. B. McBurney, of the Pope Automobile Company, left at the same time in a Pope-Hartford car.

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WILL MAKE TOUR

The following signed entries for the Munsey tour have been received:

Chalmers-Detroit Motor Company

Detroit—Chalmers-Detroit.

Hudson Motor Company, Detroit

Hudson.

Walter Cram, Philadelphia—

Mitchell.

Charles E. Miller & Bro., Wash-

ington—Ford.

Carter Motor Car Corporation,

Washington, D. C.—Washington.

Lambert Automobile Company,

Baltimore—Maxwell.

Baltimore branch Olds Motor

Works—Oldsmobile.

Philadelphia branch Olds Motor

Works—Oldsmobile.

New York branch Jackson Auto-

mobile Company—Jackson.

The Motor Company, Philadel-

phia—Premier.

Sinclair-Scott Company, Balti-

more—Maryland.

F. W. Eveland, Philadelphia—

Stevens-Duryen.

It is reasonably expected that

most, if not all, of these makes of

cars will also be represented in

the Munsey tour:

Moline, Reo, Autocar, Metz,

Palmer-Singer, Elmore, Knox, Lo-

comobile, Gaeth, Mora, Columbia,

Pullman, American-Simplex, Welch,

Pennsylvania, Matheson.

The entries opened only two

weeks ago—they close September

11.